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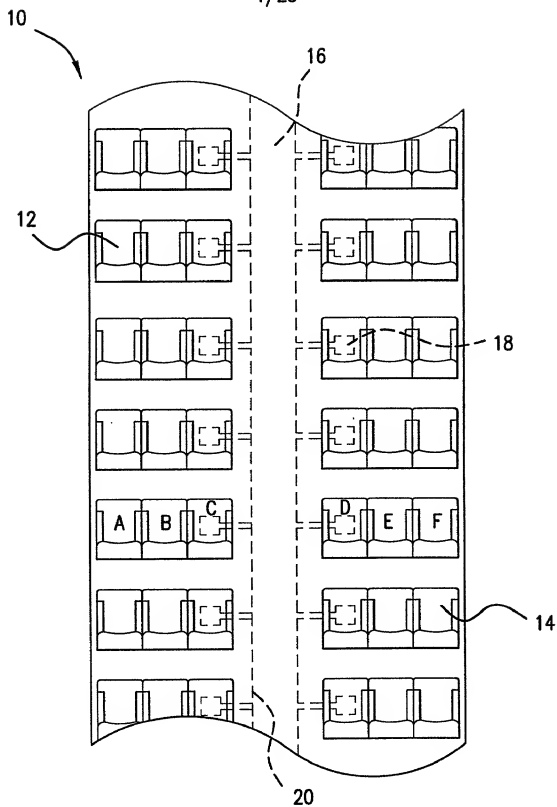


FIG. 1

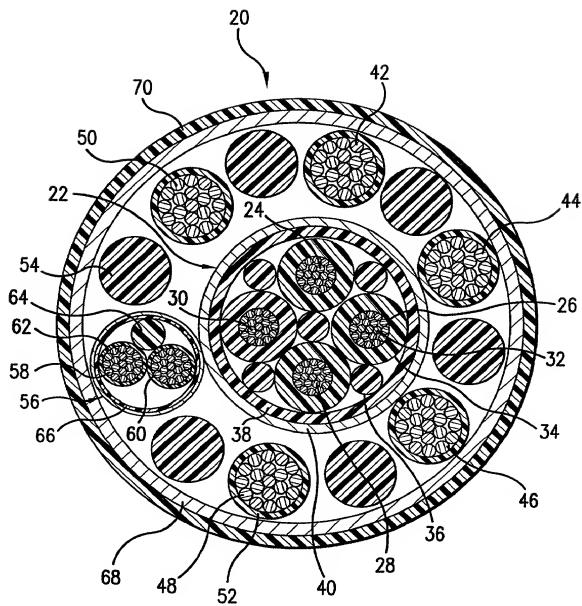


FIG. 2

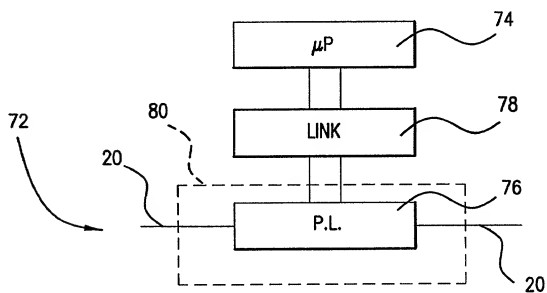
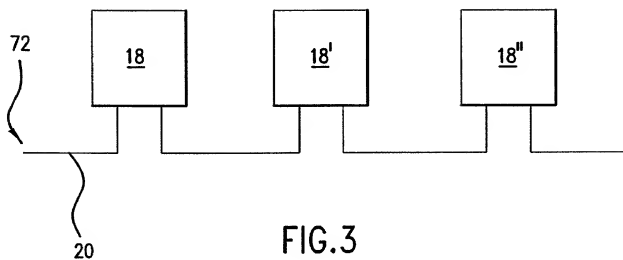


FIG. 4

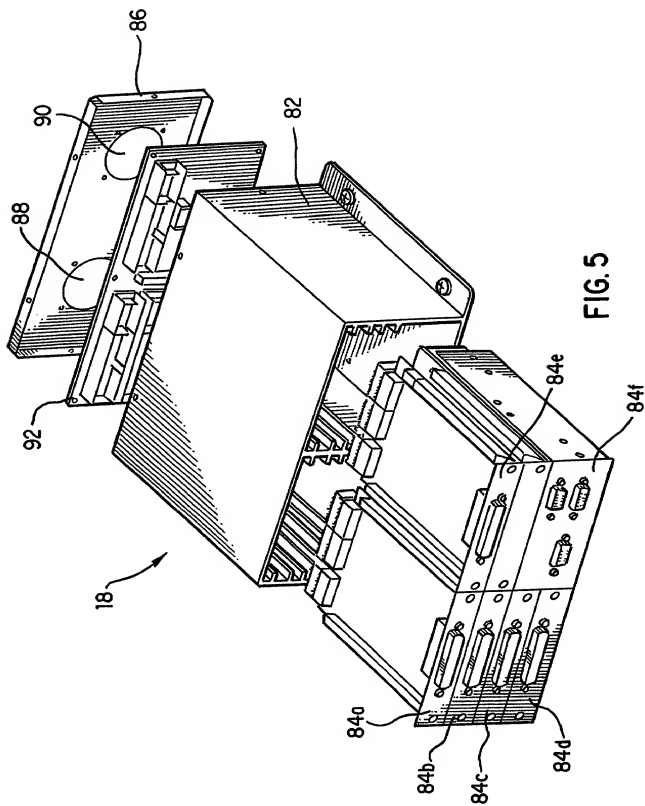


FIG. 5

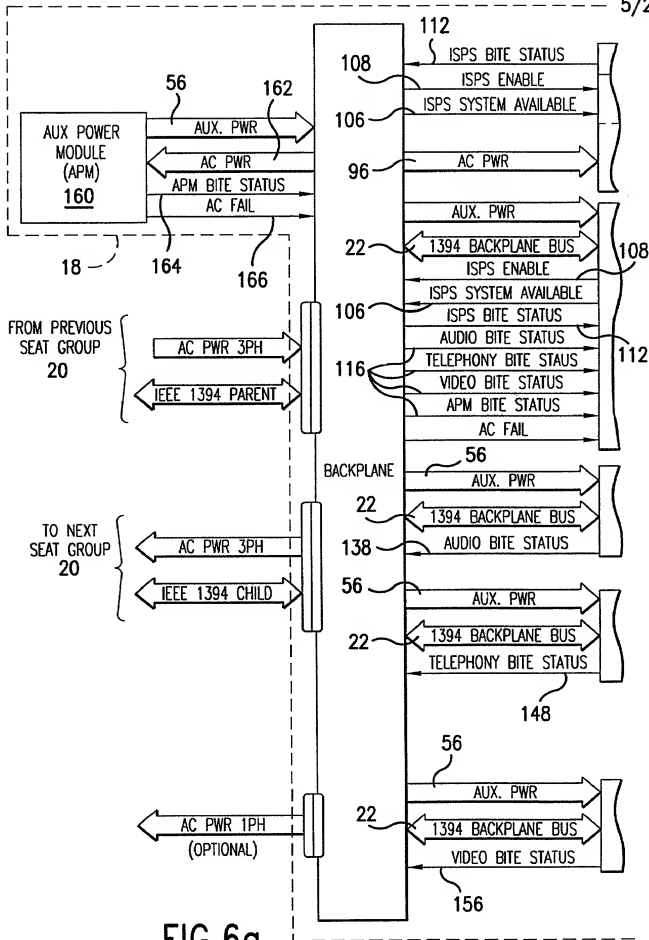


FIG. 6a

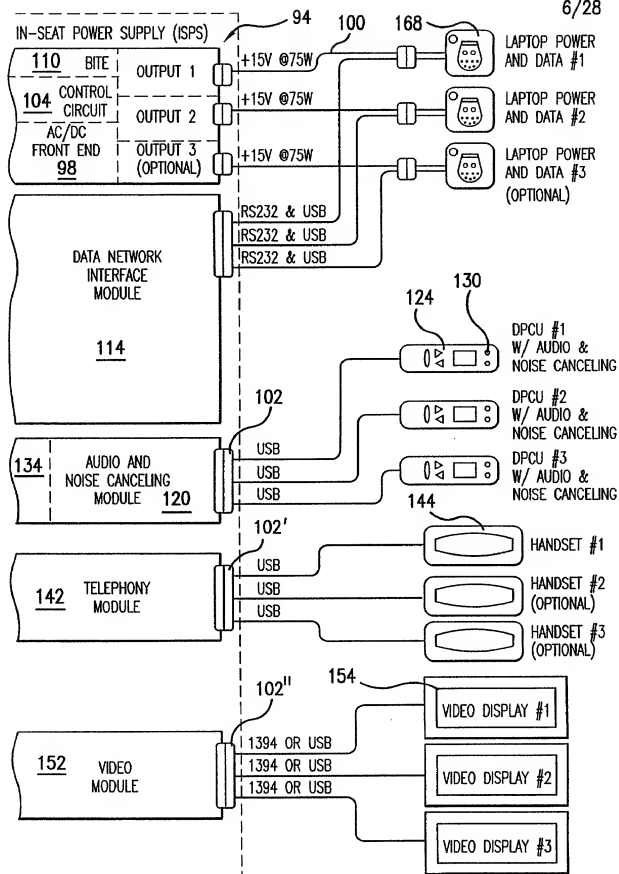


FIG.6b

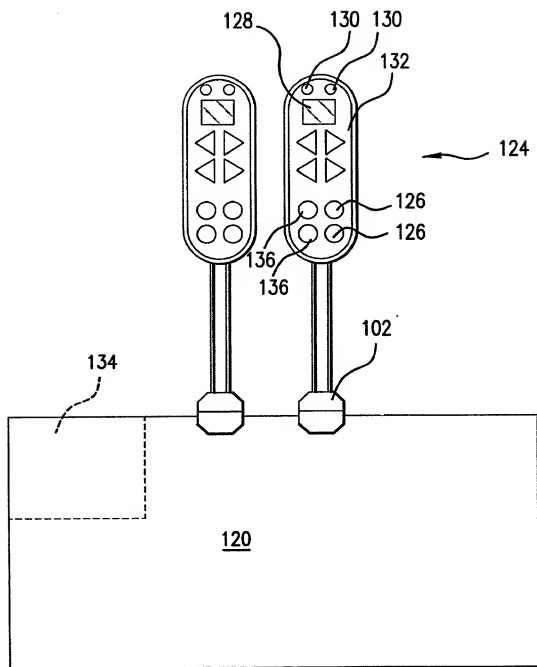


FIG. 7

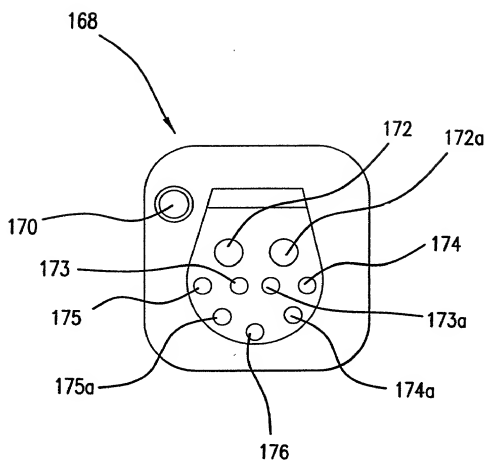


FIG. 8



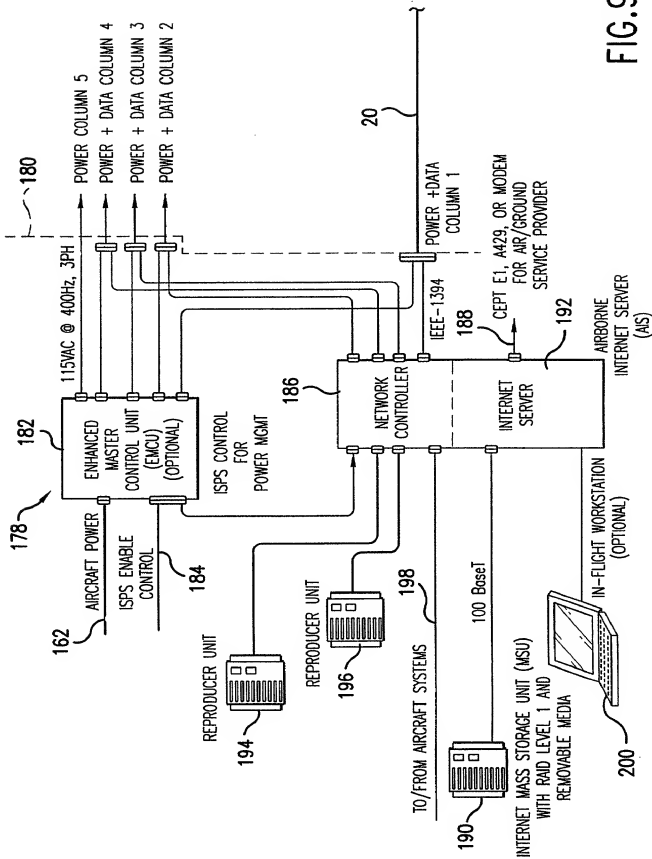


FIG. 9a

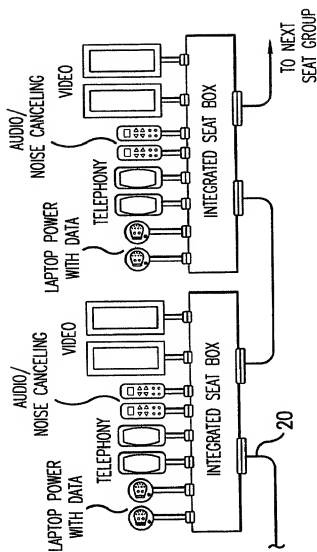


FIG. 9b

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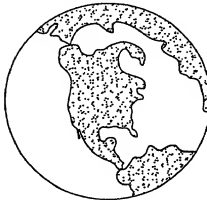
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FIG.10a PRIOR ART

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**Effective April 5, 1999**

### Introduction

#### AEEC Overview

The Airlines Electronic Engineering Committee (AEEC) is an international standards organization comprising major airline operators and other airspace users. AEEC member airlines work closely with industry, including airframe manufacturers, avionics suppliers and component suppliers to achieve standardization of air transport avionics equipment and systems. The resulting documents are a product of industry consensus.

For five decades, AEEC has been instrumental in setting standards for air transport avionics equipment and systems. The many benefits include industry-defined products that can be produced on a competitive basis by various suppliers. AEEC standards enable airlines and other avionics users to achieve economies of scale in the procurement of avionics. This is achieved through the standardization of avionics form, fit and function and definition of aviation communication systems.

#### ARINC Standards

ARINC publishes the standards produced by the AEEC. Three types of AEEC documents are available:

- ARINC Characteristics
- ARINC Specifications
- ARINC Reports

#### ARINC Characteristics

ARINC Characteristics define the form, fit and function of avionics equipment. AEEC has produced two predominant families of Characteristics - ARINC 700-series and ARINC 500-series.

ARINC 700-series of Characteristics are the most current. These standards were developed starting in the early 1980's for the B-757, B-767, A-310 and MD-80 series aircraft. In many cases these specifications are digital versions of the older analog specs.

**FIG.10b**

The emergence of digital avionics has provided greater opportunities for equipment integration. Thus, new standards were written for highly integrated systems such as the Flight Management System (FMS) and the Air Data/Inertial Reference System (ADIRS). The ARINC 700-series of Characteristics refer to the ARINC 600-series of supporting documents. AECC continues to develop new ARINC 700-series Characteristics and new ARINC 600-series supporting documents today.

The ARINC 500-series of Characteristics define older analog avionics equipment. Most of these standards were prepared for the introduction of jet aircraft in the 1960s. These specifications are used widely on the B-727, DC-9, DC-10, and early models of B-737, B-747 and A-300 aircraft. Many of these Characteristics are so successful that they continue to be used in modern turbofan aircraft using today's technology. The ARINC 500-series of Characteristics refer to the ARINC 400-series of supporting documents.

### **ARINC Specifications**

ARINC Specifications are principally used to define: (1) the physical packaging and mounting of avionics equipment, (2) data communication standards (3) a computer high-level language. Examples include ARINC Specification 429, Digital Information Transfer System (DITS) and ARINC Specification 600, Air Transport Avionics Equipment Interfaces.

### **ARINC Reports**

ARINC Reports provide guidelines or general information found by the airlines to be good practices. Many Reports refer to avionics maintenance and support.

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FIG.10d

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<u>422</u>	46.00	51.00	Guidance for Modification Status Indicators and Avionics Service Bulletins	2/72	16/28
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<u>428</u>	46.00	51.00	Considerations for Avionics Network Design	10/95	
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<u>429P2-15</u>	68.00	72.00	Mark 33 Digital Information Transfer System (DITS) - Part 2 - Discrete Data Words	3/96	
<u>429P3-16</u>	68.00	72.00	Mark 33 Digital Information Transfer System (DITS) - Part 3 - File Data Transfer Techniques	7/97	
429-ALL	147.00	175.00	Mark 33 Digital Information Transfer System (DITS) - Parts 1, 2, 3 - Special Discount Rate		
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FIG.10f



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FIG.10g

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FIG.10j

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FIG.10m

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### System, Aircraft Installation Provisions

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FIG.10o



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<u>741P1-9</u>	99.00	101.00	Aviation Satellite Communication System, Part 1, Aircraft Installation Provisions	11/97
<u>741P2-6</u>	84.00	87.00	Aviation Satellite Communication System, Part 2, System Design	4/98
<u>742</u>	46.00	51.00	Design Guidance for Windshear Warning and Guidance Equipment	1/88
<u>743</u>	46.00	51.00	Airborne Global Positioning System Receiver	3/90
<u>743A-3</u>	68.00	72.00	GNSS Sensor	2/98
<u>744</u>	46.00	51.00	Full-Format Printer	12/90
<u>744A-1</u>	68.00	72.00	Full-Format Printer with Graphics Capability	3/94
<u>745-2</u>	68.00	72.00	Automatic Dependent Surveillance	6/93
<u>746-4</u>	84.00	87.00	Cabin Communications System (CCS)	4/96
<u>747-2</u>	68.00	72.00	Flight Data Recorder	1-99
<u>748*</u>	68.00	72.00	Communications Management Unit (CMU)	1/93
<u>750-2</u>	68.00	72.00	VHF Data Radio (VDR)	12/97
<u>751</u>	46.00	51.00	Gate-Aircraft Terminal Environment Link (Gatelink) - Aircraft Side	1/94
<u>752-1</u>	46.00	51.00	TFTS Airborne Radio Subsystem	1/93
<u>753-2</u>	84.00	87.00	HF Data Link System	3/98
<u>755-1</u>	99.00	101.00	Multi-Mode Receiver (MMR) - Digital	2/98
<u>756-1</u>	68.00	72.00	GNSS Navigation and Landing Unit (GNLU)	7/98
<u>757</u>	46.00	51.00	Cockpit Voice Recorder (CVR)	12/93
<u>758-1</u>	84.00	87.00	Communications Management Unit (CMU) Mark 2	2/98
<u>760</u>	68.00	72.00	GNSS Navigation Unit (GNU)	3/97
<u>761-1</u>	68.00	72.00	Second Generation Aviation Satellite Communication	1/99

FIG.10 n

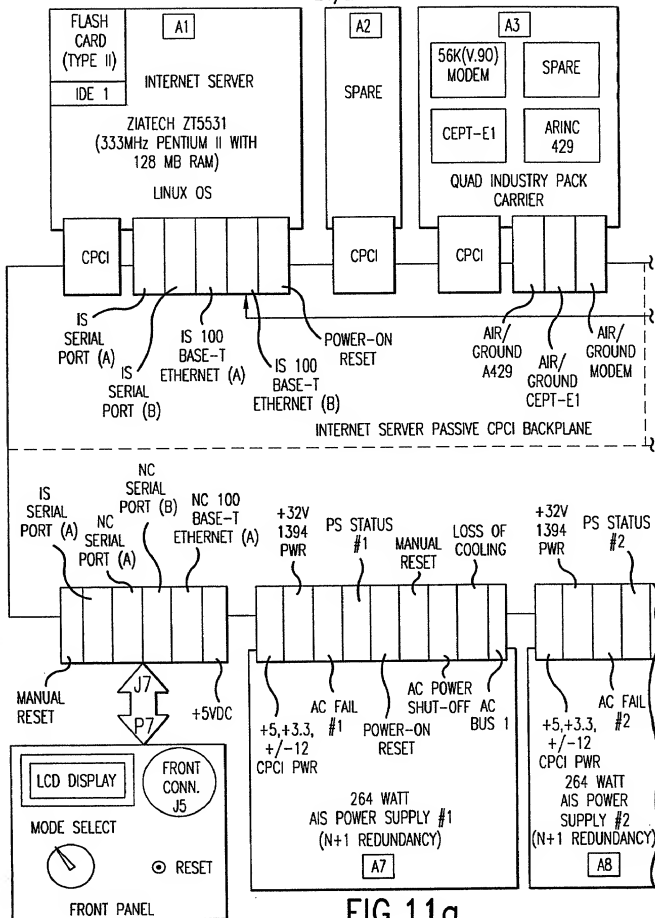


FIG.11a

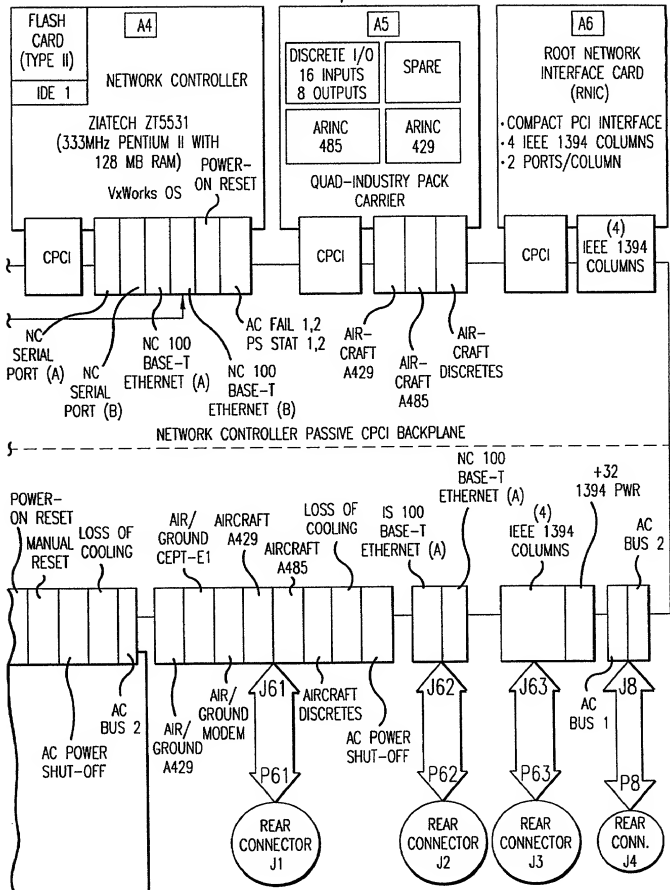


FIG.11b

